"You use, I was pretty nervous. I can't remember."

a cid-you do when you saw the collision coming?"

BR TOO WBAK TO REVERSE.

Douglasty, recalled by he Coroner, eatd that the apraining of his back by before had prevented him from reversing his engine, and certainly ng, if not stopping the collision.

se sore I couldn't put the lever over."

ty admitted that he had not reported sick on Thursday. H that he knew when he climbed into the engine cab that he could ese the engine if the occasion arose. He was very careful to take ality for going to work on Thursday, not blaming his superiors though his testimony showed that no investigation was made to see to was it to work on Thursday after having reported sick on Wednesday on five Linutes behind the first section leaving New Haven. He perionces when the crash came and said he thought the air brakes orked preperly.

compherty was put under \$3,000 bonds on a charge of manelaughter, and prother-in-law, John H. Dillon, a wholesale grocer of New Haven,

die the bend.

Geroor Phalen adjourned the hearing at 4.30 o'clock to enable him to the second section of train No. 53 when it came to afternoon. The inquest will be resumed at 9 o'clock to-morrow

ty was in his place long before the afternoon session be are. He actually is only thirty-one years old. He is married and little children. It was \$15 when Coroner Phalen took his sess

Tou found the signal against you. I think you said you tried to stop Mow, just tell me in your own way what you did?"

good I shopt off even before I got to the distance signal. I hattend to my the species ope, and he assessed me 'yetlow ope,' Then I put of 'he signal the species me and I yet on more sign. I see it wast't to take heart per on. I see it wast't to take heart of the signal and ope on. There was very hear disading a day test. They saw I wast't going to stop and they got out of the way. I hat their. It was all I could do—it was all."

I hat their. It was all I could do—it was all."

I have pour all I could do—it was all."

I have poured from his eyes. He broke down completely as him. Tears poured from his eyes. He broke down completely as a him. Tears poured from his eyes. He broke down completely as a him. Tears poured from his eyes. He broke down completely as the shock of collision and for several minutes Coroner Phalen in weep in peace. His hands which held a landkerchief to his eyes a visiontly and his shoulders rose and fell as sobs shook him.

Coroner Phalen and Prosecuting Attorney Galen A. Carter have combined to conduct the most rigid inquiry consible into the accident:

ses to conduct the most rigid inquiry possible into the accident, perious the milrood men consider it, was revealed this morning was discovered that they had held a secret meeting in the offices dillions of the electrical branch of the road, over the trailey baris the railroad station.

Bards, General Manager of the read; C. N. Woodward, local super

DAD RELD ITS OWN INQUEST

women and packed to listen to the inquest a medium sized man.

Supply had of stocky build, walked this meruing between two attentions

Now Neven Ratiread. He general inside the rall in front of the

the little with cours for the down hall where a crowd of interested women had peaked to listen to the inquest a medium sized man. It is important to the inquest a medium sized man. It is important to the inquest a medium sized man. It is important to the inquest a medium sized man. It is the fore I reached it. It cannot for a seat in front of the commel table.

The first answer the wrenk, would appear, none poticed this. Dingstructured, it was learned, burly this morning in New Hives, capital at a seat only for aim. But when the man in front of the with the will be given only for aim. But when the man in front of the man in front of the will be given only for aim. But when the man in front of the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the will be given only for aim. But when the man in front of the man in front of the will be given only for aim. But when the man in front of the man and the given only for aim. But when the man in front of the man and the firm and the firm and the will be given only for aim. But when the man in front of the man in front of the inquest, which captured it is a minute. The winter one that the relies of the road required him to report to him can the from an track. The winter and the firm and t

Fred

MER FOR FIFTEEN MONTHS.

the leaf have you been an engineer?" asked the Coroner, the Shareh 14 of heat year."

That was the first train you pen?"

relets tening and envirohers."

In fall mean years hear remains freights and entitabers as for the control of the trains?

The purpose years and the control of control of the Topoldy.

The purpose of the control of the trains?"

The put you in charge of this trains?"

bougherty told of running of three or four trips between Sta

The Coroner brought out the fact that the first section of a two section his forms a little ahead of schedule time.

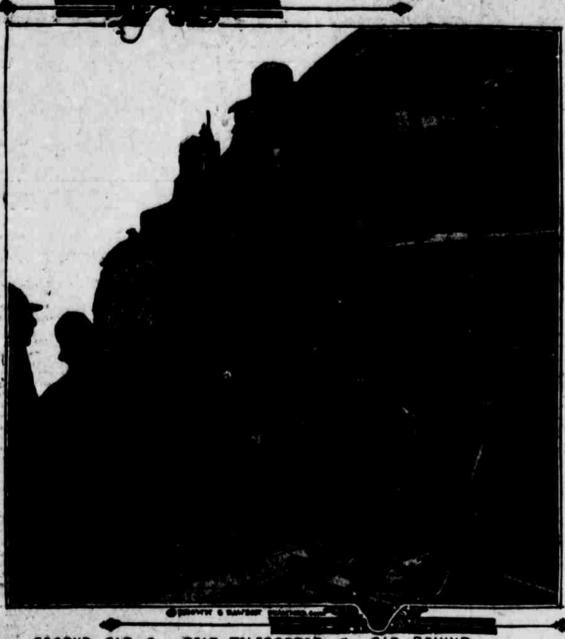
The first section is supposed to give the other follow a chance," said reflectly. "The two trains must never be on the same blook."

On Wednisday he ran train No. 33 from New Haves to Stamford and two train No. 35 hast. The lover caught in a forward position and Dougherty-lived his hast trying to release it and reported sick. The next day he whole to work and the wrest followed.

So said he west sand the wrest followed.

So said he was familiar with the new Fracile type of lessensitive which he would not be be weet once, though most of his heartiefly was therefore the west and the Coroner, "one you recall what kind a train was had?"

Car Telescoped by One Behind in Collision Of New Haven Trains Near Stamford Station



SECOND CAR A REAR TELESCOPED & CAR BEHIND ..

when I had posumonia and the doctor ordered it.

Q. Did you receive any instructions on leaving New Haven? A. No, sir.
Q. Did you receive any instructions on leaving New Haven? A. No, sir.
Q. So when you came on from New Haven toward Stamford, did you have my stope to make? A. Tee, Bridgeport.

Dougherty explained the system of signals, saying there were the "starter," the "distance" and the "home." The "starter" would be a positive order to map if the signal were set. If not, the engine driver would proceed some to feet is the "distance" signal, which is a cautionary signal for the final "home" signal, shewing the position of a cross-over switch. All these signals, Dougherty mid, he found out for "proceed" and went on till he saw his next signal, the signal out for "proceed" and went on till he saw his next signal, the signal out to "proceed" and went on till he saw his next signal, the signal.

"At Causes Pared." went on Dougherty "the distance signal was a relied."

arter" signal.
"At Grapus Farma," went on Daugherty, "the distance signal was a
I that off power and applied service brakes. I relied on slowly is
"home" signal and found it set against me, so I came to a full stop.

Q. So you were going about twenty miles an hour at Westport? A. Yes. tound the "home" and "starter" giving one an open track, and I went ahead.
Q. Where was the next signal? A. At Norwalk on the drawbridge.
Coroner Phalen carried the witness along block by block until he brought him to the last signal prior to the smash. He finally came to the signal at Gien-

dear.

Q. So you rushed on at full speed? A. Yee, the "starter" was at "p also, and I went on to next "distance" signal, which was against me.

It was the signal at Stamford which should have prevented the wr.

Designariy burst into tears as the Coroner asked:

ENGINEER COLLAPSES ON THE STAND.

"Did it mean for you to proceed with caution?" Tel." answered Dougherty in a hardly audible

"Do you mean you have to drive as fast as the wheels will turn?"

When the engineer broke down Coroner Phalen announced a recess for salf as hour to allow him to recover his composure.

At the afternoon session after Dougherty had described the crash, he was without about the brakes. He did not say that the brakes failed him deplaced that they hadn't taken hold properly.

"Had the brakes been in proper order, had you applied them in time?"
and the Coroner. "Yes, in plenty of time."
"What did the freeman do?"

"No, sir, I was in no condition to look when I got out."
"Well, how eften had you used the air since you left New Haven?"
Dougherty mentioned each town through which the train and passes
"Was anything the matter with the air then?"
"Was, ain, there was. When I want into Forwalk I saw a little boy air
years old come out on the pintform and start to walk along the edg.

PLAGMAN WASN'T AT HIS POST.

"Well, I wouldn't like to my. I think he did say some thing about it. I mid to him: 'I nearly got that little lad there.'"

Boverling to the wrock, the Governor acted where the fingman of section I had been up the time of the creat. Doughesty said he was near the last end, though he should have been 1.500 flost back.

Q.—Did you say anything to your fireman about the failure of the air after you had escaped? A.—Well, we went home together and he said, "Got, I thought the was going to hold."

Q.—How fast were you going when you struck the other train? A.—About twelve or fitteen miles an hour.

Q.—Wasn't it a little risky to go on after you saw the traines were weak at Herwalk? A.—Well, that was the reason I shut off when I did before a man would would!

with the brakes that day? A .- Yes, sir, at Bridgeport.

.—Did you roll past the station? A.—Yes, sir.

Well, why didn't you report this? A. I did report it at Stamford here.

To whom? A. In a book. The work book at the round house.

What did you say in your report? A. I wrote brakes are no good, w

MARTIN, J. J., No. 144 East Seventy fifth street, New York City; body and face badly cut and probably mortally

MAYERSON, MRS, REBECCA, No.

arms cut and general contusions.
WALTON, GEORGE, No. 668 Broad

pward: steeplechase; handleap; abu

NICARAGUA AND COSTA RICA

William E. Gonzales, Benjamin I.

Jefferson and Edward J. Hale

New Diplomats Named.

Wilson to-day made the following ner inations: Minister to Cuba, William E Gonsales of South Carolina; Minister to

Micarague. Benjamin L. Jeffereen of Colorado; Minister to Costa Rica. E6

Variety of North Carolina; Assistant Treasurer of the United States, Willard D. Vandiver.

Mr. Jefferson lives at Steamboat

Springs, Col., is a physician, is now Registrar of the Colorade State Land

Board, and was for several years State Senator. He and the President are friends. William E. Gonsales is the edi-

the son of Ambrosio Jose Gonzales, distinguished Cuban patriot.

BOY KILLED BY CART.

While playing in front of his home at No. 46 West Pirty-first etreet, John Kerr, eleven years old, was run over to-day by a horse and eart belonging

A lung was punctured and an arm broken. The boy died at Polyelinia Hospital. No arrests were made, as the socident is believed to have been unavoidable.

WASHINGTON, June 18.-Pre

APPOINTED BY WILSON

L. Navarre, 147 (Noe), 2 to 1, 1

Buckthorn, 143 (Kelleher

1 and 5 to 1, sec

Did he do anything? A. I don't know, she acted better going back.

Was there anything else the matter with that engine that you know of?

Dougharty out in the locomotive. He was not in town to-day, but railroad lawyers agreed to produce the complaint book.

Dougherty said he had told several engineers of his experience with the big locomotive and they had said to him: "Oh, they're all the same."

Q.—Do you know anybody who had ever used that engine before you?

A.—Yes. John Harmon. He had it Monday.

Q.—Why wasn't he on the train Tuesday? A.—He was laid off for running by a signal at Norwalk. That was his first day on the engine.

Railroad officials promised to have Harmon in court to-morrow, and the Coroner said he would begin the session at \$ o'clock.

SAVED GIRL PINNED UNDER WRECKAGE AS PULLMAN CRUMPLED.

N. W. Griggs of St. Paul was reading

parior car.
"I was hurled out of my seat," said Winkle 16, Shannon Mr. Griggs. "upward and forward. I Cat 185 and Timber 184 also ran my nose against the top of the chair in MINISTERS TO CUBA, front of me and then landing in a heap upon the chair still further forward. "The first thing I appreciated was

that there was a young girl screaming close by me, and I looked down and anw her lying on the floor, pinned down by two heavy chairs. I grabbed her by the skirt and hauled her free, and then, for the first time, I saw what it

then, for the first time, I saw what it was that had caused the blow.

"There was an enormous locomotive, crumpling right through our car, coming directly toward us. I hauled the girl as fast as I could away from it, but it seemed every second as though the monstrous thing would overtake us and grind us down. The weeden ear seemed to just crumple apart. It didn't leave the rails or topple over; it simply was split open.

"By the time I got out there was a cloud of steam so thick in the car that you couldn't see six inches in front of your face. Then, too, there came a cloud of smoke and little flickers of fire."

NOT A SOUL ABOARD HAD ANY WARNING TILL CRASH CAME

R. M. Smith, another of the pass sers on the skylarh, told this story: "I do not think a single person in the car saw the engine of section 2 rushing upon us. The first I knew that there was danger was when I was hurled from my seat and dashed against bruised, but was on my feet in a sec end. There, almost it seemed to me on top of me, was an enormous steam engine coming toward me, and in my care the crash of splintering wood and steel started to run. But steam from the engine was pouring in blindingly. I stumbled over something or somebody before I had taken many steps and before I had taken many steps and fell again. Men and women were groaning and shricking. I heard some woman ording out 'For God's sake smash a window and let me out, let me out,' ."It was too dark from the steam to see anything. We all fought our way toward the forward door and finally it was opened and somehow we scrambled and fell out. The car never left the track nor was there any telesconing. track nor was there any telescoping. Fire broke out almost immediately, but

FIFTH RACE-For four-year-olds.

Injured in Stamford Wreck Pollowing is the revised list of the way, trave killed and of the most periously injured Despatch; in the New Haven Railredd wrest at

Revised List of Dead and

INTERSTATE PROBE CONFIRLD, PRANK, No. 46 Hain INTO WRECK WILL DE BELDAN NEW YORK.

HOWE, DR. H. G., No. 18 Eight street, Hartford, Conn.

HUMES, GREGORY T., No. 18 Eight Thirty-fifth street, New York; died into morning.

KELLIT, MRS. EDWARD J., No. 28 Internated before reper settatives of the Dryden avenue, Winthrop, Mass.

SEELEN, MRS. W. H., of Bonton wife of manager of the ladustrial Department of the raffreed.

WASSINGTON, LVERETT HABLET, No. 28 West Righty-fifth street, New York City; planed under ear, injured in back; considering was necessary. Mc-Chord said to-day planed under ear, injured in back; considering was necessary. Mc-Chord said the diseaster a few hours after the wresk occurred, convinced him that a hearing was necessary. Mc-Chord said the time of investigation had not been fixed, but that it would be held full as seen as possible. The commission will: abtempt to fix the blame for the loss of life.

Chief Inspector Boiling said to-day that three of his men were new at Standard making a first hand investigation. Epspector Lyon was rushed from Mostroke, N. T., to Stamford yesterday syening and remained on the ground all night Inspectors J. S. Howley of all nights Inspectors J. S. Howley of all nights Inspectors J. S. Howley of all nights Inspectors J. S. Howley of the commission at a hearing to be hild in the night Inspectors. The commission at a hearing to be hild in the night Inspectors. The commission at a hearing to be hild in the night Inspectors. The commission at a hearing to be hild in the night Inspectors. The commission at a hearing to be hild in the night Inspectors. The commission at a hearing

BROWN. P. M., Dongan Hills, S. L.; badly cut on the head. GERETY, P. J., No. H Linden street, Hackensack, N. J.; face and hands bad-ly out; injuries in back; may die, GODICK, ALFRED, Brooklyn, N. T.; svening and remained on the ground all night inspectors J. E. Hawley of New York, and F. A. Howard of Coring-field, Mann., reached the ocene of the wrock during the night.

HAMLIN, J. P., No. III Fitth avenue, New York City; hysterical; suffering from shock, It was explained by Beings that there would also be an investigation of the wreck by the Puttin Service Commission of Comnectives, and that State representatives reached Stamford last night. HUSTUS, J. W., Rombury, Mass.; seriously injured; may die.

JENNINGS JR. F. B., No. 88 Park svenue, New York City, Tale student; cuts on head.

JOHNSON, HELEN, Springfield,

PRIEST ON CAR SAYS. WAY WAS BARRED TO DYING VICTIMS.

Father Berhely, of the Roman Cath. lie Church of St. John of Nepomuk, in East Pifty-seventh street, went to the Bridgeport station to board the first section, accompanied by the Rev. Mat-thew Janpola, rector of the Church of thew Janpola, rector of the Church of Cyril and Martha, in Bridgeport. Father Janpola persuaded him to wait for the second section, saying that he had a premonition that "something was going to happen" to the first section.

When the second section struck the arst, he was thrown against the back of the seat shead and was stunned. He went forward as soon as he could and tried to enter the wrecked car, but was not allowed to go in. He then went to the shed where the dead and wounded were carried and absolved Mrs. Kelley. Mrs. Kelley died while he was

Berhely's church, but members of his parish said to-day that they thought sympathy for his experience and the shock of his narrow escape from in-jury or death would close the breach.

TRIED TO RESCUE MRS. KELLEY, BUT STRENGTH FAILED.

Allan A. Warfield of Washington, D. C., a fire insurance adjuster, had been itting in the middle of the car. He went another seat to talk with a friend. Everett Halsey Woodruff of Flushing (who was killed). He went back to his own seat, but found a couple ahead of him had opened the window and the oinders bothered him. He moved to a sent further forward in the car, beyond the

section dealt its worst destruction.

The young woman of the couple he had observed by the open window when he recovered consciousness after the crash. He believes now that she was fra. E. J. Kelley, because he struggled with her to a window and pushed her half through, when his strength failed him and he crawled away on the floor of the car from the flames, which were starting where the splintered car rested on the locomotive. Mrs. Kelley was found later hanging from a window, dying.

N.Y., N. B. & B. BAILE

MOB LYNCHES NEGRO. RIDDLES BODY WITH SHOT, THEN SETS IT ABLAZE

Jail Besleged and Prisoner Accused of Killing Girl is Dragged Out to His Death.

ANADARKO, Okla., June 18 .-- B nett Simmons, an eighteen-year-old nearo, was taken from the county iall here early to-day by a mob compdess of nearly 1,000 persons, hanged to a tree, the body saturated with oit, riddled with bullets and then burned.

Simmons was charged with the county is the county in the county in the county in the county is the county in the count

Simmons was charged with the my der of Susie Church, sixteen years of Comer, Okla., to her b Coger, Okia., to her home in the country when she was pulled from the horse and assaulted. Two hours later her parents found her dead hody in a clump of bushes near the road. Her throat had been cut from ear to car. Elimmons when arrested had a bloody knife in his possession and his ciothin was covered with blood. He denied h committed the crime.

FUSION CAN'T INDORSE GAYNOR OF TAMMANY.

"Mayor Gaynor's statement of candidacy for renomination is put in his usual interesting menner," said. Chairman Price of the Executive Comdidates to-day.
"The Citisens' Municipal Committee

(the fusion committee) will come candidates whose records warrant consideration of their names. It is a at this time to emphasise that the is governed not by a Mayor, but by Board of Estimate and Apportionment in which the Mayor casts only three of the sixteen votes. The present majority of the Board of Estimate was elected on a ticket opposed to the Tamman-ticket on which Mayor Gayner can down years ago.
'This fusion majority of the board has

above anything previously accomplished and we hope to present a ticket whose success will keep the board out of the hands of Tammany, so we may not again face the conditions which this tens and Cassidys.

\$1 Lapel Watch Chain, 25c

JARD MMCND (C) and youth Ave.
Take Elevator to these Flore.

"A LITTLE LAND AND A LIVING. pand by Phile Coft; boy is form.

R. PERO, Puts Amber, M. J. HELP WANTED-MALE The Thompse Co., Attlebure, Mass.

LOST, FOUND AND REWARDS COST Legier Store Thomas of the part of th

HELP WANTED-PEMALE ORIGINA DECORATION OF SHAPE OF SHAPE

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